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All-internal compression inlets for supersonic aircraft, with variable geometry systems and shock stability bleed systems provide high performance, large operability margins, i.e. terminal shock stability that reduces the probability of inlet unstart, and contribute little or nothing to the overall sonic boom signature of the aircraft. These inlets have very high internal area contraction or compression and very low external surface angles. All shocks from the internal inlet surfaces are captured and reflected inside the inlet duct, and all of the external nacelle surfaces are substantially aligned with the external airflow. The inlet shock stability system consists of bleed regions that duct bleed airflows to variable area exits with passive or active exit area controls. This reduces the risk of inlet unstarts by removing airflow through a large open throat bleed region to compensate for reductions in diffuser (engine) corrected airflow demand. Because the stability bleed is not removed until the inlet terminal shock moves upstream over the bleed region, the necessary normal shock operability margin is provided without compromising inlet performance (total pressure recovery, and distortion).